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d. Aircraft #121 sustained a foreign object damage (FOD) on the right engine during engine operational check. The engine is being removed and replaced, and the FOD is being investigated. The left engine check was satisfactory.

e. Aircrafts #121, 122, 125, 126, 127 and 129 are scheduled for flights on 1 November. However, #121 may not be ready until 2 November.

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1. See attached wire [redacted] for the status of aircraft as of 31 October.

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2. ARGON MISSION 9059A: Camera system and vehicle normal on revolution 32. Forecast recovery date - 3 November.

3. [redacted] IDEALIST mission 3237 was canceled because of weather deterioration.

[redacted]

5. BRASS KNOB: Mission 3763 flown on 31 October 1963. Pilot estimates 85 per cent coverage. Support aircraft (EC-121 or EA4B) had two YAK 25 aircraft make identification passes. At debriefing, they said that the aircraft could have been MIG-17. JRC says that pilots could not agree on type of aircraft which made passes.

6. EDWARDS AIR FORCE BASE: U-2 number 342 is at LAC, Burbank, for removal of the 112A camera.

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[redacted]

8. OTHER:

a. Six plastic fins, with the latest structural fix, have been delivered to [redacted] and all available aircraft are now equipped with either plastic or metal fins, i.e., no aircraft is down due to the lack of fins.

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1 November 1963

**MEMORANDUM FOR: Deputy Director (Science and Technology)**

**SUBJECT : Daily Activity Report - 1 November 1963**

**1. OXCART Status Report:** Five flights were scheduled for 31 October, but only two of them took place:

a. Aircraft #125 made flight #29 for a duration of 48 minutes. The purpose of the mission was "pilot proficiency, INS and photo test." The maximum speed reached was 2.30 Mach and the maximum altitude was 68,000 feet. Left spike hammering required switching from automatic to manual spike operation. A return to automatic operation was successful with no adverse effects.

b. Aircraft #127 made flight #11 for a duration of 42 minutes. The purpose; "training mission (TM-9A)." The maximum speed reached was 2.0 Mach and the maximum altitude was 63,000 feet. The mission was unsuccessful due to an INS abort caused by failure to obtain alignment during run-up.

c. Aircraft #122, 124 and 129 did not fly as scheduled for the following reasons:

(1) Aircraft #122 experienced instrumentation package power supply problems.

(2) Aircraft #124 aborted its flight due to a failure of the left generator.

(3) Aircraft #129 scheduled flight was canceled due to an air-conditioning valve failure.

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b. MURAL camera #26 was damaged in test due to the power line being tied to a wrong plug. The camera will have to be returned to Itek. Camera #26 is the back-up camera for the second MURAL flight. The schedule impact of this damage is being evaluated; however, no flight slippage is anticipated.

c. [redacted] Engineering and Analysis Division, visited the General Electric Research Labs this week to review progress on the pulsed electron gun development. (KEMPSTER B)



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g. [redacted] Aircraft Systems Division, will visit [redacted] and LAC on 4 and 5 November to review and discuss the status and performance of the communications and associated electronic equipment of the A-12.